



Hongkong Daily Press.

ESTABLISHED 1857.

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TO INSURE YOUR EYES
AGAINST
THE GLARE
YOU SHOULD WEAR
SUNGLASSES.
N. LAZARUS
OPHTHALMIC OPTICIAN,
25, Queen's Road Central, HONGKONG.

No. 19,443. 號三十四百四千九萬一第 日二十月八年申庚 HONGKONG, THURSDAY, SEPTEMBER 23RD, 1920. 四拜禮 號三廿月九年九國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS
JUST LANDED
SULLIVAN, POWELL & CO., LTD.
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PEAK TRAMWAY CO., LIMITED.
TIME TABLE.
Week Days
7:00 a.m. to 8:00 a.m. every 15 minutes
8:00 " " 9:30 " " 10 " "
9:30 " " 11:00 " " 15 " "
11:30 " " 12:30 p.m. " 15 " "
12:30 p.m. " 2:30 " " 10 " "
2:30 " " 5:00 " " 15 " "
5:00 " " 8:10 " " 10 " "
Night Cars
8:30 p.m. to 9:00 p.m. every 30 minutes
9:30 p.m. to 11:30 p.m. every 30 minutes
11:45 p.m.
SUNDAYS
Extra Car—12 midnight
SUNDAYS
7:30 a.m.
8:00 a.m. to 10:30 a.m. every 15 minutes
10:30 " " 11:00 " " 10 " "
11:30 " " 12:00 noon " 15 " "
12:00 noon " 1:00 p.m. " 10 " "
1:00 p.m. " 5:30 " " 15 " "
5:30 " " 6:00 " " 10 " "
6:00 " " 6:30 " " 15 " "
6:30 " " 8:10 " " 10 " "
Night Cars
As on Week Days.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheques or Compostable Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.

(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 14 Local	No. 8 Through Express	No. 7 Local	No. 9 Through Express	No. 11 Local	No. 10 Through Express	No. 13 Through Express	No. 17 Local	No. 6 Local	No. 12 Local
CANTON (at Pat Tai) dep.	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30
SHEK LUNG	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45
From Chai	7:55	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55
Shenzhen	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10
Wai	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25
Yuen	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40
Shan	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55
Yuen	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10
Shan	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25
Yuen	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40
Shan	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55	6:55
Yuen	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10	7:10
Shan	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25
Yuen	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40	7:40
Shan	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55	6:55	7:55
Yuen	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10	7:10	8:10
Shan	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	8:25
Yuen	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40	7:40	8:40
Shan	11:55	12:55	1:55	2:55	3:55	4:55	5:55	6:55	7:55	8:55
Yuen	12:10	1:10	2:10	3:10	4:10	5:10	6:10	7:10	8:10	9:10
Shan	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	8:25	9:25
Yuen	12:40	1:40	2:40	3:40	4:40	5:40	6:40	7:40	8:40	9:40
Shan	12:55	1:55	2:55	3:55	4:55	5:55	6:55	7:55	8:55	9:55
Yuen	1:10	2:10	3:10	4:10	5:10	6:10	7:10	8:10	9:10	10:10
Shan	1:25	2:25	3:25	4:25	5:25	6:25	7:25	8:25	9:25	10:25
Yuen	1:40	2:40	3:40	4:40	5:40	6:40	7:40	8:40	9:40	10:40
Shan	1:55	2:55	3:55	4:55	5:55	6:55	7:55	8:55	9:55	10:55
Yuen	2:10	3:10	4:10	5:10	6:10	7:10	8:10	9:10	10:10	11:10
Shan	2:25	3:25	4:25	5:25	6:25	7:25	8:25	9:25	10:25	11:25
Yuen	2:40	3:40	4:40	5:40	6:40	7:40	8:40	9:40	10:40	11:40
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Yuen	3:10	4:10	5:10	6:10	7:10	8:10	9:10	10:10	11:10	12:10
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Yuen	3:40	4:40	5:40	6:40	7:40	8:40	9:40	10:40	11:40	12:40
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Yuen	4:10	5:10	6:10	7:10	8:10	9:10	10:10	11:10	12:10	1:10
Shan	4:25	5:25	6:25	7:25	8:25	9:25	10:25	11:25	12:25	1:25
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Yuen	9:10	10:10	11:10	12:10	1:10	2:10				

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Karuzawa — Karuzawa Hotel	Park Hotel	Nikko Hotel	Tokyo Station Hotel
Mikasa Hotel	Miyajima — Miyajima Hotel	Osaka — Osaka Hotel	Yokohama — Grand Hotel
Kobe — Oriental Hotel	Miyazaki — Miyazaki Hotel	Shimonoseki — Shimonoseki Hotel	
Yor Hotel	Fujiya Hotel	San-yo Hotel	

IN TAIWAN (FORMOSA)

Taihoku — Taiwan Railway Hotel

IN CHOSON

Keijo (Seoul) — Chosen Hotel	Changchun — Yamato Hotel	Hotel (Mukden) — Yamato Hotel
Fusan — Fusan Station Hotel	Dairen — Yamato Hotel	Byjuin (Far Arthur) — Yamato Hotel
Shingaiu — Shingaiu Station Hotel	Hoehigau — Yamato Hotel	

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c/o Traffic Bureau, Department of Railways, Tokyo.

ARE WOMEN THE WORST CHEATS?

A DEFENCE AND COUNTER ATTACK.

(By HILLY NORMANTON, M.A.)

The writer, a leading feminist and one of the first women law students, replies to the allegation of Sir John Knill and the Metropolitan Railway Company that women are the worst railway cheats with a counter-charge.

It is true, as Sir John Knill, dealing with fraudulent railway travellers, suggests, that women are the worst cheats. Much depends on the tests employed. If men were cleverer cheats at fraudulent railway travelling, of course, fewer of them would be detected, and to the white flower of blamelessness might be sent to the wrong address.

But if Sir John Knill's strictures are just in a narrower sense, are they right in a wider one? Do not men as a sex shamelessly and continuously cheat women of their just material dues?

Who makes this accusation? Suppose that instead of railway travelling women chose to make the crime of food and milk adulteration the test of honesty, how would men fare? What would any magistrate say as to the proportion of offenders of women traders to men? Can the sex that consistently sends the sugar and water, the milk and the very physical existence of the working classes and their defenceless children.

What, too, of the law of primogeniture, whereby the daughters for ever yield place in the wealthy families to the eldest son, even though he be their junior? Suppose that Henry VIII. had entered into a few more matrimonial adventures and reared a few more "young tigers" and "lily Edward VI. then good Queen Bess would have been for ever robbed of her chance.

What of daughters in humble families who are given less training and apprenticeship than their brothers, and forever must earn less money?

UNDERPAID WOMEN. But of course the greatest robbery of all is that system of payment which in certain callings underpays a woman just because she is a woman.

Why women teachers, civil servants, and so on do not constantly tender some four-fifths of the price of everything, from railway tickets onwards, is simply inconceivable. They are paid only four-fifths, roughly, of the price of their work.

No one form of pilfering exceeds another, and to one may fairly profess the advice to women who are thinking of making a penny on the tram fare or cheating the innocent and resourceless Metropolitan Railway Company, not to do it.

That is not the road to high success. Have large conceptions of life and proper expenditure. Train hard and work hard to earn a salary big enough to meet all your liabilities handsomely and have something over for a rainy day or to help a needy dog over a stile. — *Daily Express*.

JEWS IN GERMANY.

WATERING-PLACE SCENES.

Yet another German seaside resort, Bismarck, has been the scene of anti-Semitic demonstrations, in which soldiers participated. Reactionary visitors, and troops gathered every evening on the beach, sang patriotic songs, and shouted, "Out with the Jews!" afterwards proceeding to annoy the Jewish guests at the various hotels, and to make anti-Jewish speeches. This persecution was carried to such a pitch that several hundred visitors left, with the result that the waters and other who cater for the holiday-makers, seeing their livelihood threatened, appealed to the trade unions, who called a protest meeting, where it was complained that the police were powerless in face of the menacing attitude of the soldiers, and others, and the Government was requested to protect the visitors and inhabitants from the effects of this persecution. The authorities have now taken measures which it is hoped, will prevent a repetition of the scenes, and the troops have been ordered to remain in barracks during the evening.

DEATH OF FAMOUS AURIST

Professor Adam Politzer, of the Medical Faculty of the University of Vienna, has died in Vienna.

The death of Professor Politzer removes one of the great medical figures of a great age of progress in the treatment of diseases of the ear, nose and throat. Politzer was a doctor of wide general culture, and made a profound impression on his own period, but today he is chiefly remembered because of his work on the ear. So famous did this become that a verb was coined out of his name, and doctor, all over the world speak today of "politzerizing" cases of middle ear disease.

The idea underlying his method was to inflate a tube the entrance tube leading from the middle ear to the back of the nose through which this should have become occluded by inflammatory process. The inflation was carried out by an indiarubber bag or syringe, which as a given moment, while the patient swallowed, was squeezed, thus forcing a strong current of air into the open ends of the eustachian tubes. The bag is known as the "Politzer bag" and the method as the "Politzer method."

Dr. Politzer, who was director of the clinic for ear diseases in Vienna University, was born in 1853. He held degrees of Vienna, London and became professor in the Vienna University in 1872.

A woman charged at Highgate with drunkenness, said she had been to a little jubilation, to celebrate the return of a soldier from Ireland. She added, "It is an occasion for rejoicing when one today from there alive."

A KEDAH TIN-MINING SENSATION.

SHARES RECENTLY WORTH £2,000 NOW VALUELESS.

OFFICIAL REPORT

PROPERTY VALUELESS.

Austrian papers report:—

A sensational reply to a request by the directors of the Badak Company, No. Liability for an explanation of a mutilated cable message and other cryptic cable messages sent by Mr. H. Scarborough, the company's representative in the East, was received by the board on August 5th. The Badak Company has a tin property in the State of Kedah, Malay Peninsula, and has been very conspicuous in the share market during recent months. Mr. Scarborough's message was as follows:—"In reply to your telegram of 29th, 50 shares bottomed valueless, full length valley. Convinced property valueless. Now boring high ground going north. Cancel engagements your end. Do you require check book?"

In one of the messages recently received from Mr. Scarborough he stated that certain bore results were valueless, and he advised the directors not to appoint a manager. A reference was also made to Trengganu, another part of the Peninsula, where the Badak Company has a concession, and there was some uncertainty whether the reference to the valueless bores related to Trengganu or to the Badak property. The directors were at a loss to understand the messages, and they cabled to Mr. Scarborough for further information. The reply received from Mr. Scarborough leaves no doubt as to his opinion of the property.

The Badak Company has provided sensation after sensation in the share market. On boring results obtained by Mr. T. W. Orton, the prospector who discovered the property for the Badak syndicate, and by Mr. W. Wilson, who checked Mr. Orton's bores, the value of the syndicate shares in the early months of this year made a phenomenal advance. Shares which were placed on the market at £10 were bought up to £2,000. Since then the values have been continually on the down grade.

A Melbourne message of August 25th says: The Prime Minister (Mr. Hughes) stated to-night that Mr. Orton, the original discoverer of the Badak mine, would be unable to leave Australia, and that it was better that the State should decide whether an inquiry should be made into the Badak transactions.

It was decided to-day at a meeting of the committee of the Stock Exchange of Melbourne, to send the following letter to the State Ministry:—"The Stock Exchange committee have already held an inquiry in regard to the Badak Tin Mining proposition, but owing to their limited powers over persons outside their control it is impossible to obtain the evidence which is necessary to come to definite conclusions. Noting in the Press to-day that it is proposed by the Government to hold an inquiry, the Stock Exchange committee look to the State Ministry for action in that the Badak Co. is registered under the Victorian Mines Act."

THE RUBBER SLUMP.

VOLUNTARY RESTRICTION OF OUTPUT.

The *Straits Times* has received the following cable from Mr. Eric Macfarlane, dated London, September 8th:—

Unless outputs are restricted the rubber surplus in December will probably exceed 34,000 tons. Leaders of the industry here are attempting to arrange to voluntarily restrict one-fourth of the normal output in October-December and thereafter one-fifth till the situation is cleared.

A cable, our contemporary says, was received some days ago by the local association, which includes practically all the rubber share companies, pointing out the situation as described by Mr. Eric Macfarlane, and asking for the co-operation of the association in the policy indicated by the telegram. The matter, we understand, was referred to the local committee of the Rubber Growers' Association and to the Planters' Association of Malaya by whom it is now being carefully considered.

NEW ATLANTIC RECORD.

10 TON YACHT SAILS 9,155 MILES IN 15 DAYS.

A remarkable voyage from Nova Scotia to Coves in twenty-two days has been accomplished by a small 10-ton ketch-rigged yacht, the *Typhoon*, which is only 26ft. long on the water-line, and 12ft. beam.

The little craft, has one roomy cabin about 26ft. long, used for living and sleeping in, and a crew of three.

They were Mr. F. W. Baldwin, of Toronto, manager of Mr. Alexander Graham Bell's laboratory, and designer of the famous 70 m.p.h. glider, H.M. Mr. W. W. Nutting, managing editor of the *Motor Boat Publishing Company*, New York; and Mr. Jim Dorsett, Columbia.

Mr. Nutting, examining the ship, said:—"We left Baddeck, Nova Scotia, at 1.40 a.m. on Sunday, July 18th, and this is our first stop."

Our log distance from Cape Race to Bishop's Rock, St. John's, which we sighted on Friday, July 23rd, was 2,125 miles, and the time occupied was 25 days 2 hours 25 mins. We reached Coves at three this morning (August 2nd).

FAMINE IN NORTHERN CHINA.

FORMATION OF RELIEF SOCIETY

(ASIAN NEWS AGENCY.)

PEKING, September 13th.

According to the vernacular papers Mr. Liang Shih-yi, former President of the Senate, returned to Peking from Hong Kong, via Tientsin, the day before yesterday, when he interviewed the Chief Executive and the Premier about the affairs of the moment. As Mr. Liang takes no interest in Chinese politics and in view of the dreadful famine in Chihli, Shantung and Honan this year, with the concurrence and support of his friends, he has now established a Chinese society for the immediate relief of the poor sufferers. The following are the regulations of the Famine Relief Society of North China, which, in Chinese, is to be called "Hsueh Chih-tai Hsieh-hui." The aims of this society are threefold, viz.:—1, to effect immediate relief to the sufferers; 2, to turn the famine sufferers into workmen or labourers; and 3, to find suitable employment for the sufferers in accordance with their positions.

Persons who contribute money or labour are eligible to the membership of this society without discrimination or distinction of nationality or class. There will be one President, two Vice-Presidents. In view of the philanthropic nature of the work of this society, the President, Vice-Presidents and others will not draw any salary or subsidy of any kind; but the actual expenses of clerks and investigators are to be defrayed out of the funds of the Society when they are despatched to famine affected districts to make investigations or on other official or public errands by the President or Vice-Presidents.

At the commencement, on account of its limited funds, the investigations will be confined to those districts which are actually affected by famine. Immediately after its formal opening, the society will attend to the following matters:—1, to purchase rice and other cereals for feeding the sufferers; 2, to supply food and food-stuffs to the sufferers free of cost; 3, to establish supply depots where rice and other cereals will be sold to the sufferers at greatly reduced prices; and 4, to point out the ways and means through which the famine sufferers can find livelihood for themselves.

The funds of the society are to be collected by subscriptions. The methods as to how subscriptions can be collected will be jointly discussed and decided by a conference of the President, Vice-Presidents and other officials. The working rules of the society will be drawn up after its formal establishment.

In addition to the activities of leading Chinese politicians, such as Mr. Shih-yi and others, the Central Government has just wired to all the provinces throughout the republic soliciting immediate contribution of funds for the relief of the famine sufferers, and it is anticipated that a couple of millions can be collected through Chinese sources shortly. The great interest taken by the Hon. Mr. Charles Crane, American Minister and other prominent foreign residents in this charitable matter has given inspiration to the Chinese so that it is sincerely hoped that through joint co-operation, thousands of innocent lives will be saved in North China.

45,000 PEOPLE PAY SUPER-TAX.

THREEFOLD INCREASE IN SEVEN YEARS.

The number of people who paid super-tax in 1913-14 was 13,937. The number had increased to 45,696 by 1919-20.

The Chancellor of the Exchequer, in the parliamentary papers, gives the following table showing how the number of people assessed for super-tax has increased:—

1913-14	13,937
1914-15	29,991
1915-16	29,275
1916-17	33,040
1917-18	34,567
1918-19	44,500
1919-20	45,696

No figures are available of the assessments for the current year.

The super-tax for the current year is graduated from a duty of 1s. 6d. in the pound for incomes of £2,500 a year to 6s. in the pound for incomes of £20,000 or more a year.

20,000 U.S. "MILLIONAIRES."

New York, August 15th.

The income tax returns for the past year contained 20,000 statements showing incomes of 50,000 dollars (nominally 210,000) yearly or more. This is the lowest income of the "millionaire" class.

It is estimated that these 20,000 returns represent family groups totalling 50,000 persons, which is apparently the maximum number of American "millionaires." Sixteen thousand returns of 50,000 dollars, or more were made in 1917; the present increase being due to war profits.

There were 193 returns this year showing incomes exceeding 1,000,000 dollars (£200,000), as compared with 141 in 1917.

Dr. Addison said in the House of Commons last month that he hoped within a few days to produce his proposals for dealing with landlords who refuse to let vacant houses, preferring to sell them at an exorbitant price. He told Mr. Myers that a house which in 1913 would have cost £250, to build would now cost £2,000 or more. The amount represented by wages in the former case was £200, and in the latter from £250 to £2,000.

POPULAR CONVENTION MOVEMENT.

SHANGHAI STUDENTS' UNION'S VIEWS.

(ASIAN NEWS AGENCY.)

SHANGHAI, September 12th.

Under the leadership of the Chinese Students' Union, a society whose duty it is to hasten the early organization of the proposed National Citizens' Convention has been established in the French Concession. According to the announcements of the society, a special conference will be held within a few days for the purpose of devising means to urge the Peking Government and provincial authorities to lose no time in convening the convention and to permit its early organization by the Chinese people without official interference.

To the great surprise of the promoters, the acting Garrison Commissioner, General Ho, under orders from Peking, has prohibited the organization of any new society in connection with the proposed Popular Convention without previous official sanction. The Chinese authorities say that all will be right if a really representative legislature can be convened in Peking after the official abrogation of the old, so that there is no necessity for the convening of the Citizen's or Popular Convention as proposed by General Wu Pei-fu. The Young China Party is fiercely protesting against this interference by the Government.

THE LONELY CONVERT.

JAPANESE WOMAN'S BAPTISM.

Mr. Charles A. Parry relates the following incident of a tour in Japan in the *Advertiser*:—

July 18th.

At Minami Wada to-day, I witnessed the baptism of a young woman, wife of the young owner of a small silk flature. The husband had been a shakaya, but, partly from the persuasions of his wife, had given up that bad occupation. "Won't your husband be present?" asked T. when the wife returned from consulting him, bringing a bowl of water and napkin. "No, he has a little business just now," she replied, the business being apparently merely the continuation of the customary noon recess and chat with half a dozen cronies which had been going on for the last hour in the front room. She is a nice, gentle little woman, aged 23, pretty, but with a few "pigeonholes" slightly spoiled by time. The ceremony took place in the back room, looking out on a steep tangled bank. Above it, a cat was playing with her half-grown kitten, which was stalking its parent with ludicrous earnestness through the thick weeds, an example of the mocking commentary which nature so often makes on occasions serious to human beings. After all, might we not take a lesson from the animals, with their contented acceptance of life and freedom from supernatural fancies?

The only other person present was a young man whom T. had baptised a couple of years ago. "I asked him 'Do you feel some incomprehensible things (wakaranai tokoro) in the Bible?' He replied, 'Wakaranai tokoro bakari' (nothing but incomprehensible things)."

THE BAPTISM.

After singing a hymn, in which the audience of three merely joined (partly, of course, from not knowing the tune) T. asked the usual questions as to belief "so-and-so, shiniji nasaimasu ka?" to which the young woman replied "Shinjimasu," rather by the movement of her lips than by anything audible, betraying her nervousness by picking at threads, or her kimono and tying and untieing knots in a string. Then the house cat came in and tried to drink from the baptismal bowl; but was suppressed. After which the baptism: "What is your name?" "O-Toi." "I offer you the name, Mariya (Mary) as memorial of your baptism." Just after the ceremony the husband came in; no doubt he had not appeared sooner because he did not wish to be urged to be baptised himself.

When thinking of the possible consequences to this young woman if she persists in her creed, it was impossible not to feel some emotion at witnessing this simple ceremony. As a childless wife, her position is, according to Japanese notions, already insecure; and, as T. remarked, he had not visited this place since a year and a half; it requires a good deal of firmness to keep up even a trace of Christian belief so little helped by the surroundings. However, Japan is not a land of persecution—except petty persecution.

MARSHAL TUAN'S RELATIVE

SENTENCED TO 15 YEARS IMPRISONMENT.

(ASIAN NEWS AGENCY.)

WUCHANG, September 9th.

The sentence of fifteen years' imprisonment has been pronounced by the Ministry of War upon the ex-General Wu Kuang-chai, brother-in-law of Marshal Tuan Chih-shan of Peking, and who was taken by relatives to the military prison this morning by ten soldiers. Wu is forty years old. On account of his past position and his relation to Marshal Tuan, who is still a factor to be reckoned with among the leaders of the Peiyang Military Party, though he is not in office at the moment, a special room has been prepared for Wu in the model military prison at Wuchang.

NEW ADVERTISEMENTS

NOTICE

THE interest and responsibility of the undersigned JOHN WILLIAM TAYLOR in the Firm of Messrs. MOXON & TAYLOR ceases on the 10th September, 1920.

J. W. TAYLOR,
10, Ice House Street,
Hongkong.

NOTICE

THE interest and responsibility of Mr. JOHN WILLIAM TAYLOR in the undersigned Firm ceases on the 30th September, 1920.

MOXON & TAYLOR,
10, Ice House Street,
Hongkong.

NOTICE

INTIMATION IS HEREBY GIVEN that NO DIVIDENDS will be paid on Shares left standing in the name of the undersigned after 30th September, 1920.

Holders of such shares are accordingly requested to have same transferred forthwith.

JOHN W. TAYLOR,
Hongkong, September 22nd, 1920. [1523]

KOWLOON-CANTON RAILWAY

NOTICE

THE Public is hereby notified that the AFTERNOON EXPRESS TRAIN to Canton at present advertised to leave Kowloon at 3.00 p.m. will, on and after THURSDAY, SEPTEMBER 23rd, and until further notice, leave at 2.15 p.m. Last Ferry 1.55 p.m.

By Order,
H. P. WINSLOW,
Manager.
Kowloon, September 22nd, 1920. [1523]

VICTORIA RECREATION CLUB

ANNUAL AQUATIC SPORTS will be held on

THURSDAY, SEPT. 30th, FRIDAY, OCT. 1st, at 4.30 p.m. and on

SATURDAY, OCT. 2nd, at 3.30 p.m.

ENTRY Forms can be had from Secretaries of Clubs, or on application to the undersigned.

Entries close on MONDAY, SEPT. 27th, and will not be accepted unless accompanied by Entrance Fee to—

B. C. WITCHELL,
Hon. Secretary.
[1524]

G. R.

USED CORDAGE FOR SALE.

TENDERS are invited for the purchase of the whole or part of 500 Cwt. of USED CORDAGE (Round).

The Material may be seen on application at the Naval Yard, Hongkong between the hours of 9 a.m. to 12 Noon and 1.45 to 4.45 p.m. on the 27th and 28th September.

Tenders should be lodged in the Commodore's Office by Noon on the 30th September 1920.

Form of Tender may be obtained on application to the undersigned.

H. G. LOWE,
Naval Store Officer,
Hongkong.
Hongkong, September 22nd, 1920. [1525]

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP COMPANY, LTD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer "TELESIA"

are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will be at Consignees' risk. The Cargo will be ready for delivery from Godown on and after Sept. 23rd.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Sept. 23rd, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Oct. 1st, or they will not be recognized.

No Fire Insurance.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, September 22nd, 1920. [1526]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 5th OCTOBER, 1920, both days inclusive.

Warrants for the Interim Dividend can be had at the Office of the Company, No. 2, Queen's Building, Hongkong, on and after the 11th October.

By Order of the Board,
JAS. W. GRAHAM,
Acting Chief Manager.
Hongkong, September 22nd, 1920. [1519]

WANTED

COMMERCIAL ENGINEER, M.M.E. with diploma, University, 12 years technical and Commercial Experience. Keen and methodical organizer, accustomed to the latest and most Economical Methods, with Actual World-Wide Experience of Foreign Markets and Requirements, in the selling and installation of Plant and General Machinery. Frequent References, first-class. Permanent Foreign Representative, or any other Executive Position. Disengaged October 1st.

Box 1609
Care of "Daily Press" Office
[1514]

INTIMATIONS

NOTICE

THE interest and responsibility of the undersigned in the Firm of ABDODRAHIM & CO., carrying on business as Civil Engineers, Architects and Surveyors at 24, Queen's Road Central, ceased on September 21st, 1920.

JOHN MORRIS, B.Sc.
Hongkong, September 21st, 1920. [1515]

NOTICE

I have this day established my practice as Civil Engineer, Architect, and Surveyor at No. 24, Queen's Road Central (2nd floor).

JOHN MORRIS, B.Sc.
Hongkong, September 21st, 1920. [1515]

HONGKONG HOTEL GARAGE

We beg to notify our patrons that we are inaugurating the above as from 1st October, 1920.

We aspire to render first-class Service at reasonable rates.

HONGKONG HOTEL CO. LTD.
J. H. TAGGART,
Manager.
[1510]

HONGKONG GENERAL CHAMBER OF COMMERCE

CHINESE LANGUAGE SCHOOL

A BEGINNERS' CLASS will be started on MONDAY, OCTOBER 1st, at 5.15 p.m. at the Chinese Language School, junction of Zeland Street and Ice House Street (Masonic Hall Premises).

Intending students are requested to send in their names to the undersigned for enrolment.

By Order,
D. K. BLAIR,
Acting Secretary.
Hongkong, September 15th, 1920. [1491]

DOUGLAS STEAMSHIP COMPANY, LIMITED

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office at Noon, on SATURDAY, SEPTEMBER 25th, 1920.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 25th September, both days inclusive.

DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, September 9th, 1920. [1492]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

THE THIRTY-NINTH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Manager, Messrs. JARDINE, MATHESON & CO., Ltd., Des Vaux Road, Hongkong, on WEDNESDAY, OCTOBER 6th, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 30th September to 20th October, 1920, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., Ltd.,
General Managers.
Hongkong, September 15th, 1920. [1496]

THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

THE Directors of the above Company have declared an INTERIM DIVIDEND of 3 per cent. (3 p.c.) on the Shares in respect of the current year on the Preferred Ordinary Shares.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 4/4 per dollar.

Dividend Warrants will be obtainable on and after THURSDAY, OCTOBER 7th, 1920, at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, SEPTEMBER 23rd, 1920, to WEDNESDAY, OCTOBER 20th, both days inclusive.

JARDINE, MATHESON & CO., Ltd.,
General Managers.
Hongkong, September 15th, 1920. [1504]

COMPOSITE BARQUE "CHIN PU"

FOR SALE (American Registry)

BOWEN & CO., Auctioneers.

MEMBERS, INSTITUTE OF CHARTERED SHIPBROKERS (London)

No. 8, Museum Road, Shanghai.

HAVING been favoured with instructions from the U.S. Marshal for China to sell public auction within their office on MONDAY, September 27th, at 11 A.M. (unless disposed of privately before that day) the composite barque, "Chin Pu" (late "Baron Oudin") built in Amsterdam, Holland, in 1874, of iron, sheathed with 4" teak wood and sheathed with copper sheathing from keel to top load line and said to be copper bottomed.

The vessel will be sold as she lies at anchor in the harbour of Shanghai with all fittings and contents of the vessel if any. These particulars are given as carefully as possible, but are not guaranteed to be correct.

Length, 188, feet, 9 inches.

Beam 41 feet, 7 inches.

Depth of Hold, 25 feet.

Registered Tonnage, 1423 tons.

Deadweight capacity, 2,800 tons on 22 feet loaded.

Two deck, wood framework partly laid, 3 steam winches and boiler accommodation for crew in house on deck, saloon on deck after mainmast and officers' mess and store room under poop, 2 anchors and cables, the vessel having recently been damaged in a typhoon, there only remains the foremast, mainmast, jibboom and bowsprit. Inspection can be obtained on application to the Auctioneers.

Terms of Payment—Cash immediately on sale of the vessel. Against transfer with bill of sale to buyer. Vessel to be at buyer's disposal from the date of sale and private sale is confirmed from that date.

BOWEN & CO.,
Auctioneers and Shipbrokers,
No. 8, Museum Road, Shanghai.
[1493]

PREPAID "WANTED" ADVERTISEMENTS

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of

\$1.00 FOR THREE INSERTIONS if they do not exceed 25 words in length and are prepaid.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this heading must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for

Boon P. Q. AD. AP. AW. AY.

WANTED—Position for Chinese Clerk. I have had Office experience, reads and writes English. Strongly recommended by advertiser who will gladly furnish full particulars. Reply to Box A.Y., Daily Press Office.

Public Auction.

THE Undersigned have received instructions to sell by Public Auction, on

MONDAY, the 18th October, 1920, at 10.30 a.m., within the Chamber, at Naval Dock, Kowloon.

H.M.S. "SANDPIPER"

Length between perpendiculars 100 ft.

Breadth, extreme 20 ft.

Depth in hold (Flat Keel to upper) 5 ft. 9 in.

Tonnage according to Tonnage Book 55 tons

Nominal Displacement 55 tons

At mean draft 3 ft.

Present mean draft 2 ft. 0 in.

Where Hongkong

Build When 1898

By whom In Sections by Yarrow & Co.

Materials of Construction—

Wood Deck Sheathing, Fittings in China, Messrs. de

Iron Hull, Bulkhead, Fittings, etc.

Decks, names of—

Main, Hold and Battery Decks.

Armour—Nil.

As she now lies.

A detailed list of fittings to be sold with the Ship may be seen at the Office of the Naval Store Officer, H. M. Dockyard, Hongkong, and structural and other particulars can be obtained from the Chief Constructor, H. M. Dockyard, Hongkong.

The Vessel will be open to inspection from the 15th Sept. to the day of sale inclusive, between the hours of 10 a.m. and 4 p.m. Inspecting orders can be obtained with full Particulars and Conditions of Sale on application to the Auctioneers.

On presenting this order to the Flag Master in the Dockyard the person named therein will be conveyed to and from the Ship. The ship may not be boarded from a private boat.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.
Hongkong, September 14th, 1920. [1485]

Public Auction.

VALUABLE LEASEHOLD PROPERTY Situate at Kowloon in the Colony of Hongkong

to be sold in pursuance of an Order of the Supreme Court of Hongkong made in Action No. 99, of 1920. Original Jurisdiction Between The Bank of Canton Limited, Plaintiffs and Samuel Ebenezer Green trading as Banker & Co. Defendants.

On MONDAY, the 27th day of September, 1920, at 3 o'clock in the afternoon by

Messrs. LAMBERT BROS.

Auctioneers

at their Auction Room Duddell Street, Victoria, Hongkong.

The property consists of—

ALL THAT piece of parcel of ground situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as Section H of Kowloon Island Lot No. 410, together with the messuage erected thereon known as No. 15, Hanbow Road, Kowloon. Term 75 years from 24th June 1892, created by a Crown Lease dated the 11th November 1892.

Provision of Annual Crown rent \$20.12.

Area 4594 Square feet.

For further particulars and conditions of sale apply to—

Messrs. JOHNSON STOKES & MASTER, Prince's Building, Ice House Street, Solicitors for the Vendor, or to

Messrs. LAMBERT BROS. The Auctioneers.

Hongkong, September, 10th 1920. [1463]

BANQUE INDUSTRIELLE DE CHINE (A FRENCH BANK).

CAPITAL PAID-UP AND SURPLUS

Fr. 105,000,000.00

The organization of the Bank enables it to open CURRENT ACCOUNTS and to accept FIXED DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars—

HONGKONG BRANCH, Queen's Building, 5, Chater Road. [1463]

INTIMATION

It is generally admitted that most Whiskies have now a

"Post-War Weakness."

It is claimed that

WATSON'S
E
WHISKY

still maintains its high standard of quality. The same blend, same good old age—mellowness, character and fine flavour—Forty years' reputation.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

BIRTHS

MAIR.—At Shanghai, on September 15th, to Mr. and Mrs. S. DUNCAN MAIR, a daughter.

MARRIAGE

JOHN TWIGG.—At Shanghai, on September 17th, ASHLEY LEWIS (Chinese Post) Service, eldest son of Mr. J. W. H. JOHN (Customs Stationer Department) and the late Mrs. John, to May, eldest daughter of Mr. and Mrs. P. O'BRIEN TWIGG, Shanghai.

DEATHS

SCOTSON.—At Shanghai, on September 17th, JAMES SCOTSON, aged 41 years.

WESTBROOK.—At the Isolation Hospital, Shanghai, on September 17th, Mrs. ARNOLD MAY ARNOLD WESTBROOK, aged 33 years.

HONGKONG OFFICE: 10A, Des Vaux Rd., C. LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 23rd, 1920.

THE COLONY'S MILK SUPPLY.

We have no doubt that the address of Mr. LEWIS, Chairman of the Dairy Farm Company, to the shareholders at the annual meeting of the Company on Tuesday has been widely read in the Colony with more than the usual amount of interest and attention.

The recent increase in the price of milk has left a sense of grievance in a great many households, and it was to be expected that the CHAIRMAN would attempt in his address to the shareholders to justify the decision recently taken by the Directors. What the Company says in effect is that it has, for some years, been supplying milk to the community at a low, the satisfactory financial position of the Company is due entirely to the branches of the Company's business other than Dairy Farming.

But for these other forms of activity, the CHAIRMAN said, the Company could not have paid dividends. The Dairy business has always been looked upon more as a public necessity than as a profit-making concern.

We have had the courtesy to previous meetings to learn whether this aspect of the Company's business had ever been so strongly emphasized before.

We had no recollection of it, and we have failed in the search, though we do not pretend that it has been exhaustive. We had indeed only to go back to the report of last year's meeting

to find quite the opposite view presented. Mr. J. SCOTT HANSON, who was then the CHAIRMAN, told the shareholders and the public that "In the past the dairy business—which was the original, and for some years the only business of the Company—was of the greatest assistance in nursing other branches of the Company's business until these latter were placed on a paying basis, but that very dairy business would this year (1918) have shown a loss, save for the fact that (thanks to your manager's careful selection and care) the average milk yield of the Company's herd has shown considerable improvement and thus enabled that department to show a profit." Thus it will be seen that on this important question in which the general public has become so intimately interested the statement made at last year's meeting in regard to the milk branch of the business is not in line with the statement made this year.

Last year's CHAIRMAN said the dairy business had "nursed" the other branches of the Company's business until they were placed on a paying basis; this year's CHAIRMAN says that the Dairy business has always been looked upon more as a necessity than as a profit-making concern," and thus begs for the other forms of activity the Company could not have paid dividends. We do not know how these two statements are to be reconciled.

Bearing in mind the ever-increasing cost of production due to advance in prices of foodstuffs, dairy machinery, utensils and labour, and in the price of cattle themselves, it really is a matter of congratulation," said the CHAIRMAN, "that it has been possible to keep the selling price of the Company's milk unaltered for as long as eighteen years, during which time the cost of production has gone up from 100 per cent. to 130 per cent."

We could understand the higher charge for milk if the increase in the cost of production had been sudden, instead of progressive over the long period of eighteen years.

We are not arguing that the recent increase in the price of milk is not justified. We are in no position to do that, but when we look back on the statements previously given to shareholders it does seem that no adequate case has yet been presented for it.

For while the Dairy business was "nursing" the other branches of business in which the Company has engaged in recent years, the Company was not only spending liberally on extending and improving the farm, but was also "buying experience."

The burden of the annual addresses for many years past has been that the Company—while paying a steady dividend—has had to make very large provision for depreciation. They looked to a larger turnover to maintain the dividend. Well, there can be no doubt that the Company has been getting a larger turnover from the Dairy business.

With the growth of the community and the growing consumption of milk by the Chinese the demand must have increased enormously in the past ten years. Moreover, the Company is admittedly benefiting from the experience it has bought in the past. The CHAIRMAN at Tuesday's meeting said "After years of experience the management has found that it is more advantageous to raise our young stock, which are thus better climaxed, than to import animals."

This argues a saving (in addition to the larger turnover) and makes the reason for the increase more difficult to understand.

Everybody will recognize, of course, that it is cheaper and more profitable to have a few head of milk cows and to handle their product under primitive methods, but, then, we cannot forget that the claim to public patronage and support which the Company has put forth from its very inception is that they have not handled their product under "primitive methods," but have always, as now, treated the milk and its products in an efficient way and under strictest sanitary conditions.

Additional care and equipment, due to increase of demand, of course, mean additional expenditure, but do they necessarily involve "additional cost of production?" If so, it sadly upsets the previous calculations of the Board of Directors who looked to increased turnover to keep up profits.

The case the Board now presents is that the more the Dairy business expands, the smaller becomes the margin of profit—or, should we say, the greater the loss—unless the price is increased at the same time. It is to say the least an unexpected reversal of all previous anticipations, and it is no wonder, therefore, that the public were surprised by the increase. We have only one further observation to make, and that is to note with satisfaction that there is no official support in the speech for the suggestion we have seen made elsewhere that it would be more profitable to send

all the products of the Dairy to the ships calling at the port. Possibly it would, but a question would arise in that connection as to whether there is no obligation on the Company to provide for the community in view of the special concessions made by the Government to the Company in the matter of the tenure of the farm land.

But we should never in our thoughts associate the Dairy Farm Company with any indifference to the interests of the community. We know only too well how much the Company has done for the well-being of the community, and even those who may grumble most over the increased charge for milk must recognize what an immense debt of gratitude all who dwell here owe to the enterprise.

From the very inception of the Company it has recognized that it owes a duty to the community, and we are glad to note that it does so still—that a broader view than a desire for gain must guide the management.

In any other event it would, of course, be the plain duty of the Government, in a case where a virtual monopoly exists, to firmly insist, on such a policy. No one expects the Dairy Farm to be maintained as a philanthropic institution, but where such an important food commodity as milk is concerned the public requires to be well assured that adequate reasons exist for any advance which may be made in a long-established price to the consumer.

In view of the seemingly contradictory statements which have been made in the annual addresses to shareholders as to the contribution which Dairy produces makes to the revenues of the Company it can hardly be said that the case for the increase has been made out to the public satisfaction.

Wiseman's announce a dinner dance for Monday next.

The Hon. Mr. W. Chatham, C.M.G., and Mrs. Chatham returned to the Colony yesterday from Japan.

The afternoon express train to Canton is advertised to leave at 2.15 p.m. from today, instead of 3 p.m.

The Blue Funnel steamer, *Tairua*, has accomplished the voyage from Liverpool to Hongkong in 30½ days.

The case in which Dr. Mehta, of 24, Ice House Street, sued a Chinese merchant for \$45, being rent due in respect of a flat, has been settled, defendant consenting to judgment against him.

Mr. and Mrs. C. Montague Ede, Mr. and Mrs. George Grimble and Miss Doris Grimble and Professor and Mrs. E. Danenberg returned to the Colony yesterday, from Japan by the *Katori Maru*.

The annual Aquatic Sports held under the auspices of the Victoria Recreation Club are announced to take place on Thursday (September 30th), Friday (October 1st), and Saturday afternoon (October 2nd).

children. All through the day the clock ticks as an oral reminder, and at night, deep from vociferous, "Time to go home, young man; it's eleven o'clock time to turn in." Whereupon the visitors leave. "Fido" waving his tail, the New York representative of the *Daily Mirror*. Not the appearance of a grandfather's clock, but his, a monogram attachment which does the talking, and records may be attached to suit all occasions.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES

NEW YORK & BOSTON

S.S. "MINICASTER CASTLE" on or about middle Nov

LLOYD TRIESTINO

S.S. "AFRICA" sailing about 6th October

BRINDISI, VENICE & TRIESTE

S.S. "AFRICA" sailing about 12th November

SINGAPORE, PENANG & COLOMBO

S.S. "AFRICA" sailing about 12th November

NANYO YUSEN KAISHA, Ltd.

S.S. "AFRICA" sailing about 12th November

JAPAN, HONGKONG & JAVA

S.S. "AFRICA" sailing about 12th November

OCEAN TRANSPORT Co., Ltd.

S.S. "AFRICA" sailing about 12th November

NATAL LINE OF STEAMERS

S.S. "AFRICA" sailing about 12th November

INDO CHINA STEAM NAVIGATION CO., LTD.

S.S. "AFRICA" sailing about 12th November

N. Y. K.

NIPPON YUSEN KAISHA

S.S. "AFRICA" sailing about 12th November

SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan port

S.S. "AFRICA" sailing about 12th November

KATORI MARU

S.S. "AFRICA" sailing about 12th November

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

S.S. "AFRICA" sailing about 12th November

HAMBURG, LONDON & ROTTERDAM via Suez

S.S. "AFRICA" sailing about 12th November

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez

S.S. "AFRICA" sailing about 12th November

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

S.S. "AFRICA" sailing about 12th November

NEW-YORK via Panama

S.S. "AFRICA" sailing about 12th November

SOUTH AMERICAN PORTS via CAPE

S.S. "AFRICA" sailing about 12th November

BOMBAY & COLOMBO via Singapore

S.S. "AFRICA" sailing about 12th November

CALCUTTA & RANGOON via Singapore & Penang

S.S. "AFRICA" sailing about 12th November

JAPAN PORTS-Nagasaki, Kobe & Yokohama

S.S. "AFRICA" sailing about 12th November

SHANGHAI, KORE & YOKOHAMA

S.S. "AFRICA" sailing about 12th November

For further information apply to NIPPON YUSEN KAISHA

S. YASUDA, Manager

RUBBER ROADS

BIG FUTURE PREDICTED

There is one district of London where, after various experiments, rubber paving has proved a success.

As far back as 10 years ago the first rubber paving was put down, said the Borough of Southwark Surveyor, Mr. Harrison, to an Evening Standard representative, that was in the archway at Euston, and it still remains.

In 1912, the rubber merchants helped to experiment with a square yard of rubber paving, as the junction of Old and New Kent Roads. It was so successful that in the following year we experimented with a strip in the Borough High Street. In this case, the rubber was dovetailed upon wooden blocks.

After two years we took up some of the paving and examined it. Here is a specimen.

The specimen showed a piece of rubber that might have been laid down yesterday, so absolutely free was it from all signs of wear and tear, though exposed to the heaviest traffic of one of the busiest roads in London for the whole of two years.

The rubber had worn splendidly, the wooden blocks had shrunk and dirt had worked in between the dovetailing, with the combined effect that the rubber was working loose from the wood blocks.

So we tried steel plates instead of wood, vulcanizing the rubber on to the steel, and trying different degrees of vulcanization.

The first degree we tried wasn't a success, the rubber becoming separated from the steel, so we tried a different degree, and at the same time embedded expanded metal in the bottom of the rubber, the metal plate underneath being held to the concrete by strong flanges.

The result was so successful that when we took some blocks up for examination, though we had to use such force in getting the changes out of the concrete that they broke off in the operation, all the rubber held fast to its steel plate.

As for slipping, the rubber paving showed surprisingly good results. On wet wood a horseman's horse round on wet rubber the imprint is sharply defined, showing no "slither" at all.

A big future.

We are now laying it down in the Borough High Street between the tram lines and the kerb; we are not going to put it under the tram lines for the present.

Although the price of rubber is much the same now as before the war, the cost of putting rubber pavement down is greater than that of wood or any other material, but we believe it will be cheaper in the long run.

The King has called to Lord Atholstan, president of the Imperial Press Conference at Montreal.

This gathering of representatives of all parts of the British Empire marks a fresh epoch in the history of journalism, and is an important development of the first conference of 1906 that was memorable for the prophetic utterances of Lord Rosebery.

The speech of Lord Rosebery, which the King thus recalls, was made on June 15th, 1906, when he said:

There is a hubbub in Europe, a hubbub in which one might almost hear a leaf fall to the ground. There is an absolute absence of any questions which ordinarily lead to war. All things, however, peace and war, are in the air, and the world is in a state of preparation for war.

Without any tangible reason we are preparing new armaments. They cannot, indeed, arm any more men upon land, so they have to be put upon the sea, piling up this enormous preparation as if for some approaching Armageddon.

When I see this hurrying to arm myself everywhere, when I see one country alone taking for 25 millions of extra taxation for weapons, preparations, when I see the unprecedented sacrifices which are asked from us on the same grounds, I do begin to feel uneasy as to the outcome of it all, and to wonder where it will stop, and if it is merely going to bring back Europe into barbarism, or whether it will cause a catastrophe in which the workmen of the world will say, "We will have no more of this madness and folly which is grinding us to powder."

The Bishop of St. Albans, who prefers folk to address him with "How d'you do!" rather than "My Lord," will appreciate a story of the late Bishop Wilberforce. In many parts of the world, the Bishop of St. Albans, who prefers folk to address him with "How d'you do!" rather than "My Lord," will appreciate a story of the late Bishop Wilberforce.

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THEATRE ROYAL

MAURICE E. BANDMAN

BANDMAN COMEDY COMPANY

TO NIGHT

THURSDAY, Sept. 23rd

"THE YELLOW TICKET."

FRIDAY, Sept. 24th

"BILLETED."

SATURDAY, Sept. 25th

"LORD RICHARD IN THE PANTRY."

MONDAY, Sept. 27th

"NOTHING BUT THE TRUTH."

TUESDAY, Sept. 28th

"SACRED AND PROFANE LOVE."

WEDNESDAY, Sept. 29th

"THE NAUGHTY WIFE."

Prices: \$1, \$2 & \$1.

Navy and Military half-price to \$2 & \$1 seats.

Booking at MOUTRIE'S.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"KASHGAR"

Arrived Hongkong, on Sept. 20th, 1920.

From LONDON, MARSEILLES, PORT SAID, ADEB, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at risk at the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out, marked by Mark and Delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:-

From Persian Gulf to B. L. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No fire insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GOSNARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within 10 days of the Steamer's arrival here after which date they cannot be considered.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, September 20th, 1920. (1516)

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENAYON"

CONSIGNEES of Cargo are hereby informed that all Goods on board being landed at their risk into the Godowns and/or extra bonded Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 25th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th Oct. or they will not be recognized.

All broken, chipped and damaged Goods are to be left in the Godowns, where they will be examined on the 25th Sept. at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 21st, 1920. (1420)

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION

VANILLA STRAITS & CALCUTTA

S.S. "AFRICA" sailing about 12th November

S.S. "AFRICA" sailing about 12th November

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

"GENERAL CHURCH"

Subject to change without notice

ORIENTAL AFRICAN LINE

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to SHANGHAI, KANGAROO, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent

"ELLERMAN" LINE

ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT

LONDON — "MATOPPO" — 15th Oct.
LONDON — "CITY OF NAPLES" — 15th Nov.

Subject to change without notice

For particulars of sailings shippers are requested to apply to the undersigned

or to Rime & Co., Chartered

THE BANK LINE, LTD.
General Agents

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
HONGKONG	SHANTUNG	On 23rd Sept. 9 A.M.
SHANGHAI	SHANTUNG	On 23rd Sept. 9 A.M.
MANILA, CEBU & ILOILO	SHANTUNG	On 23rd Sept. 4 P.M.
SHANGHAI and TRINGTAO	YINGCHOW	On 25th Sept. 4 P.M.
PAKHOI & HAIPHONG	KAIFONG	On 26th Sept. 9 A.M.
SWATOW & HANGKOW	LUCHOW	On 28th Sept. 10 A.M.
AMOI, SHANGHAI & TUKOW	SECHUEN	On 28th Sept. 10 A.M.
WUHAN, CANTON & TIENTSIN	KUICHOW	On 29th Sept. 4 P.M.
SHANGHAI	SHIANG	On 30th Sept. Noon

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wanning.

BANGKOK LINE—Weekly service to and from Bangkok's Swatow. For Freight or Passengers apply to BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations, Electric Light and Fans in Saloon and State-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI AND FOCHOW

AND RETURN

(Commencing 9 to 12 Days)

"HAIKONG" — Capt. W. O. Farnham FRIDAY, 24th Sept. at 9 P.M.
"HAIKONG" — Capt. J. S. Thomson TUESDAY, 28th Sept. at 9 P.M.
• Calling at Amoy for Passengers Only

Arrivals and Departures from the Company's Wharf (near Black Flag)

For Freight and Passengers, apply to—

DOUGLAS LARRAIE & CO.
General Manager

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

Use of Steamer (Leave) (Arrive)
R.S. VINTA Oct. 10th R.S. VINTA Oct. 19th
R.S. WEST-HITTON Nov. 1st R.S. WEST-HITTON Nov. 4th
R.S. WEST-MONTPEL Dec. 1st R.S. WEST-MONTPEL Dec. 1st

Through Bills of Lading to all U.S. and Canadian Overseas Ports in Transshipment on route. Shipside connections with the Salween, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif. Hong Kong Office—Prince Street, 1st Floor, No. 1022.
Branch Office—Kobe, Japan. Agents—Messrs. E. & J. Richardson.

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P. & O. - BRITISH INDIA

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MADAGASCAR, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS	Tons	From Hongkong (about)	Destination
"KHIVA"	9,600	15th Sept. D Light	Marcellus, London & Antwerp
"NANKIN"	9,500	18th Oct.	Marcellus, London & Antwerp
"DUNERA"	9,400	18th Oct.	Singapore, Colombo & Bombay
"KARAGAR"	9,300	22nd Oct.	Marcellus, London & Antwerp
"ALPORE" (Cargo)	9,300	22nd Oct.	Marcellus, London & Antwerp
"ROYAL"	9,200	15th Nov.	Marcellus, London & Antwerp
"KILLORE"	8,853	28th Nov.	Marcellus, London & Antwerp
"ROMALT"	8,712	10th Dec.	do.
"DEVANHA"	8,100	17th Dec.	do.
"KICILIA"	8,072	31st Dec.	do.
"FLASSY"	7,944	21st Jan. 1921	do.

BRITISH INDIA - APCAR SAILINGS (South)

EASTERN & AUSTRALIAN SAILINGS (South)

SS	Tons	From Hongkong (about)	Destination
"KANOWA"	1,000	22nd Sept.	Sandakan, Thursday Island
"ST. ALBANS"	4,500	8th Oct.	Carna, Townsville, Brisbane
"EASTERN"	4,000	1st Nov.	Sydney & Melbourne

+ Omnia Sandakan

SAILINGS TO SHANGHAI & JAPAN

SS	Tons	From Hongkong (about)	Destination
"TORILLA"	5,200	2nd Oct.	Shanghai & Japan
"DIVER"	5,400	3rd Oct.	Shanghai Only
"TAKADA"	5,400	11th Oct.	Shanghai & Japan

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Interchangeable. 1st Class Passenger Steamer by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in line of the section of their P. & O. Malesia Singapore to Colombo. All Cables are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice. Passes measuring not more than 2 ft. x 1 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Messrs. Gossard & Dorell at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

For further information, Freight Rates, Handbooks, etc., apply to MACKENZIE & CO., Agents, 10, Des Voeux Road, Central, HONGKONG.

O. S. K.

OSAKA SHOSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION. LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ATLAS MARU" — Tuesday, 28th Sept.

"ARGON MARU" — Saturday, 16th Oct.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DUBAN & CAPE TOWN via SINGAPORE.

"CANADA MARU" — Tuesday, 2nd Nov.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"BAIGON MARU" — Monday, 4th Oct.

"BURMA MARU" — Monday, 11th Oct.

SAIGON, HANGKOW & SINGAPORE—Regular monthly service.

"UNHAS MARU" — Saturday, 2nd Oct.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNASHI MARU" — Wednesday, 29th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" — Monday, 17th Sept.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" — Beginning of Oct.

NEW ORLEANS LINE.

"SUMATRA MARU" — Monday, 8th Nov.

JAPAN PORTS—Mojji, Kobe, Yokohama & Yokosuka.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KAISO MARU" — Monday, 27th Sept.

TAKAO via SWATOW & AMOI.

"ROSHU MARU" — Thursday, 22nd Sept.

For sailing dates and further particulars please apply to Y. YAMADA, Manager, No. 1, Queen's Building, [31]

Tel. No. 744 & 745.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer "ANGONSHA" — Arr. Hongkong from Australia, 1st Oct.

SAILINGS SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light, through and Electric Fans in the Saloon, and a fully equipped Doctor is carried. Medical Stores. Cargo booked through to all Australian, New Zealand & European Ports. For Freight and passengers apply to BUTTERFIELD & SWIRE, Agents. [42]

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HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PACIFIC OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
KORRA MARU	9,000	Sept. 30th
SINRI MARU	9,000	Oct. 12th
TENYO MARU	9,000	Oct. 28th
SHINYO MARU	9,000	Nov. 12th
PERIA MARU	9,000	Dec. 2nd

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN.

ORU, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.

THROUGH BY TRANS-AMERICA ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
SHIYO MARU	14,000	Nov. 9th
KIYO MARU	17,200	Jan. 14th, 1921

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager.

Agents at Canton: King's Building, Tel. Nos. 2374 & 2375.

Messrs. T. E. GRIFFITH, LTD.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOREA & YOKOHAMA	"PORTHOUS" — 30,000	On or about 4th Oct.

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DUBOIT, SUZ, PORT SAID	"PAUL LEGAT" — 30,000	On or about 25th Sept.
	"ARMAND BEHIO" 10,000	On or about 10th Oct.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

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For PORTLAND, direct.

(Calling at Shanghai and Kobe)

For SEATTLE.

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THE ADMIRAL LINE.

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U.S. MAIL LINE

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"ECUADOR," "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, KOREA, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON

U.S. SHIPPING BOARD VESSEL

For SAN FRANCISCO.

HONGKONG-CALCUTTA SERVICE

R.S. "JANE PAUL" — Friday, September 24th, for Calcutta via Singapore, Penang and Rangoon.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, and through Bills of Lading to Baltimore, Havre, Oporto, and South American ports.

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Head Office, 10, Queen's Building.

Cable Address "PACIFIC"

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